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# Hongkong Daily Press.

ESTABLISHED 1857

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[a150]

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Hongkong, 1st October, 1905. [a123]

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Hongkong, 27th June, 1905. [a43]

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27, CAINE ROAD.  
Hongkong, 20th September 1905. [a63]

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Hongkong, 16th August, 1905.

[1905]

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Hongkong, 12th July, 1905.

[a34]

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Hongkong, 1st August, 1906. [a33]



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Cylinders diam. 13 in. 22 in. and 35 in.  
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[1549]

8th August, 1906.

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## The Daily Press.

HONGKONG, AUGUST 10TH, 1906.

The report of His Excellency the Governor to the SECRETARY OF STATE, concerning the Hongkong affairs of 1905, although necessarily containing much information with which our readers are already familiar, makes interesting reading. It was presented to Parliament in June, and a Colonial Report No. 15 reached the Colony yesterday. Although there was an actual deficit on the year's working, of \$32,871.41, the statement of assets and liabilities at the end of 1905 shows that the Colony was solvent, with a surplus of assets amounting to \$772,206.81. There was a net decrease of 17,396 tons of the principal imports in European bottoms, as compared with the figures for 1904; but, as has already been noted with natural gratification, the total tonnage entered and cleared amounted to 34,185,091, being an increase of 622,365 tons, and the highest tonnage yet recorded. Nearly seven millions of it was British, or 88.6 per cent. Foreign shipping was represented by nineteen per cent. Steamers of under sixty tons accounted for 26.9 per cent, while the junks, of which an Australian critic made so much, represented only 15.5 per cent. Our Singapore contemporaries are reminded that the figures are based as usual on the registered net tonnage. Compared with the previous year, the figures analysed do not perhaps look quite so well, from a British point of view. There was an actual decrease of 36,410 tons in British ocean-going craft, and of 143,338 tons in British river steamers. Deep sea

The prospects for Indians in Panama have made many of the local police dissatisfied with their present position. Two dollars gold per diem is paid out to these men, that being the wage for policemen, and besides the hundreds who have been attracted here from India many have left Hongkong for the scene of the new canal.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers 129th Bataal, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5.30 p.m.:

March, "Napoleon," . . . . . Home Protection, "The Lasses," . . . . . Gairn's "Caledonian," "Avalon," . . . . . Messager Vieux, "Ruddigore," . . . . . Bucolic Idyll, "The Bazaar," . . . . . Mont Selection, "The Tocsin," . . . . . Carly

"Nobility can make London believe that every American man is not a millionaire," says the *World of New York*. The old oak furniture factories in York-shire and Belgium are now working overtime turning out treasures for American millionaires. Of these, the most popular this season is the chair in which King Charles I. sat during his trial by Parliament. Three thousand of these chairs have been made and sold already."

The King has been pleased to give and grant unto John McLeavy Brown, Esq., late Commissioner of the Imperial Customs in Korea, His Majesty's royal licence and authority that he may accept and wear the Insignia of the First Class of the Imperial Japanese Order of the Sacred Treasure, conferred upon him by His Imperial Majesty the Emperor of Japan, in recognition of valuable services rendered him to His Imperial Majesty.

In the House of Commons on July 12th, in reply to Captain Hervey, who asked the question on behalf of Sir F. Banbury, Mr. E. Robertson said:—The aggregate amount included in the Navy votes in respect to Weihai-wei for the current financial year is £9,900, of which it may be assumed that rather more than one-quarter has already been expended. This amount is spread over Votes 2, 3, 4, Sections I, II, and III, 10 and 11.

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## TELEGRAMS.

## "DAILY PRESS" EXCLUSIVE SERVICE.

## RUSSIAN REVOLUTION ENDING.

LONDON, August 9th.

The strikers in Russia have failed everywhere.

The appointment of the Grand Duke Nicholas as a generalissimo is regarded as a step toward a military dictatorship.

## ALASKAN SEAL RAIDERS.

LONDON, August 9th.

Five Japanese seal raiders have been shot at Alaska, and twelve captured.

## RACING AT COWES.

LONDON, August 9th.

Mr. Maurice Fitzgerald's *Salamita* won H.M. the King and H.M. the Kaiser's Cups at Cowes.

## REVIEW'S SERVICE.

## THE WRECK OF THE "SIRIO."

LONDON, August 7th.

The Captain of the *Sirio* is alive and on shore. He declares that the rock on which the ship struck was not marked on the charts.

## H.M.S. "MONTAGUT."

LONDON, August 7th.

The wreck of H.M.S. *Montagu* is to be sold by auction.

## RUSSIA.

LONDON, August 7th.

Owing to the failure of M. Stolypin to

form a Cabinet, the feeling is gathering that the Russian Court is favourable to a military dictatorship under the Grand Duke Nicholas.

Yesterday the revolutionaries sat at Sevastopol and rang the bell of the military tribunal, and after overpowering and blindfolding the attendant, proceeded to the office and stole the records of the revolt of the fleet, including the documents relating to the case of Lieutenant Schmidt.

## THE SIBERIAN RAILWAY.

## A YEARLY LOSS OF £4,000,000.

An Imperial Commission has been appointed to inquire into the working of the Siberian Railway, and general conduct of the Siberian Railway. It is hoped that Tomsk by people who are well acquainted with the methods made use of by the railway authorities that the Commission referred to will not restrict its inquiries to mere formalities, but that it will bring to light the reason why the Siberian Railway, which has more freight to carry in normal times than it can carry, is yet worked at a yearly dead loss of £1,000,000.

M. Schmitz, the Minister of Ways of Communication, has sent to the Council of Ministers a project for laying down a second track along the Siberian Railway. The project will be submitted to the Duma in the near future. That the track of the Siberian Railway will have to be doubled if the authorities really intend to make the great main line of any practical utility is recognised universally. All the more will a second track be needed when the projected railway has been laid down to connect Tashkend and the Central-Asian Railway with the Siberian Railway. A special commission is about to leave the capital to make investigations into the agricultural and mining prospects of the region to be traversed by the projected railway.

It is reported from Tomsk that the Committee of Inquiry now sitting therewith regard to the improvement of the working capacity of the Siberian Railway has suggested that the railway shall be divided into new sections. Thus, the section of the line between Krasnoyarsk and Irkutsk is to be attached to the Trans-Siberian Railway, while the section between Ufa, westwards of the Ural range in European Russia, and Chelyabinsk, the first station in Siberia, and Chelyabinsk, which is part of the Perek Railway, will be thrown into the Siberian Railway, so that henceforth the railway eastwards of Ufa to Yekaterinburg and Krasnoyarsk will be as the Siberian Railway. When the Siberian Railway was surveyed the people of Tomsk failed to win the first prize of the surveyors by the use of palm oil, the surveyors took their revenge by planning the main line to run some miles southwards of Tomsk, the most important town in West-Central Siberia; and as a result Tomsk has to be reached by a branch line from the main line. This fact has always been against Tomsk, although the authorities selected the town to be the headquarters of the management of the railway. However, the Committee of Inquiry has suggested that the headquarters of the Siberian Railway shall be removed thence to Chelyabinsk, which is an important junction, and which, moreover, is within easy access of the newly-opened Orenburg and Tashkend Railway.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 11.45 a.m.—The barometer has risen considerably over E. Japan, and slightly on the China coast, in the Philippines. It is inclined to fall.

Pressure is highest over the N.E. part of the Sea of Japan. Over the China coast and China the mercury stands practically at the same level. It exceeds the average height by slightly over 0.1 inch on the China coast and in N.E. Japan, and is near the normal point over S.E. Japan and the Philippines.

Gradients are slight generally, and light variable winds are indicated over S. China and the China Sea.

The str. *Borneo* left Sandakan on Monday, the 6th inst., via Banguay, and may be expected here on or about Sunday, the 12th inst.

## SUPREME COURT.

Thursday, August 9th.

## IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUDGE).

## ADJUDICATED BANKRUPT.

Ro Ng Sui-king *ex parte* Wong Sui.

This was an application by Mr. F. P. Holt (of Messrs. Bruton and Holt) for adjudication, and for the appointment of Mr. Bruton as trustee.

Mr. Holt said in an affidavit he filed he stated that a receiving order was made on July 26th, and the first general meeting of creditors was held on August 3rd, when it was resolved that the debtor should be adjudicated bankrupt and Mr. Bruton appointed trustee.

Mr. Holt said he had no objection to the granting of the application, but the debtor had absconded and a warrant had been issued for his arrest.

The application was granted.

## PUBLIC EXAMINATIONS.

Ro Kwong Yu, Yee Hop Kee *ex parte* the debtors.

This was a public examination conducted by the official Receiver.

Se Ko-yan said he was a partner of the bankrupt firm of 284, Des Vieux Road Central, which carried on business as flour and Calcutta merchants. His partner was Li Wing-kwong. He could not say how long the business had been in existence, but they took it over some ten years ago, when it cost under \$10,000. Debtor received a deed of transfer, but lost it to one of his fokis, and could not say what had become of it. At the end of last year, when they renewed to new premises, the fokis, thinking the old blocks were of no use, sold them. To whom he did not know.

His Lordship—How much did they get for them?

Debtor—I don't know.

Continuing, debtor said he was insolvent at the beginning of this Chinese year, when he owed \$100,000. That was not the reason the books were sold. As some of his creditors brought actions against him to recover debts, he thought it better to go into bankruptcy in order that all his creditors might get a dividend. The shop sustained losses in the sale of about £1,000 a year. After filing his petition to the whole of his local creditors advised him to withdraw it. They told him he was their good friend. He was unable to say what percentage he could pay if the petition were withdrawn.

The examination was adjourned.

Ro Wong Yik *ex parte* the debtor.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist) represented several creditors.

Wong Yik said he was a travelling trader, himself being at 321 Queen's Road Central. He dealt in indigo dye. He went bankrupt because his partner brought an action against him.

Debtor and two others were the owners of 14 houses in Third Street, being the owner of one-third of the property. There was a £1,000 mortgage on the property, which he thought was not without effect for the articles were returned shortly afterwards, partly repaired. The charge against the jeweller of £100 was discharged.

CARELESS DRIVING.

Mr. Van Epps, undertaker, proceeded against three coolies for careless driving. While complainant was driving a trap along Praya East on a burly morning he overtaken the defendants in charge of a truck. Suddenly, and without any reason, they turned round, making the shafts almost touch the horses' legs. To avert disaster he had to pull the animals sharply to the right. As it was, wheel of the truck scraped against the carriage. The defendants were each fined \$3 and bound over in \$100.

## GAMBLERS.

Sergeant Lee charged a number of chair coolies with gambling at 9, Tuk Lung Lane.

They were caught playing fantan. As the two principals were professional gamblers, of whom the police had been in search, they were each fined \$100, the remainder being fined \$2.

## CANTON.

FROM OUR CORRESPONDENT.

August 8th.

## THE "SAINAM" PIRACY.

It is reported that one of the leaders of the attack on the *Sainam* was arrested on the 18th inst., in Loong-kong in the Shun-tak district, by the ex-captain Cheung Chin-yuen.

## CANTON-HANKOW RAILWAY.

The construction of the first section of the track line of the Canton-Hankow Railway is expected to be commenced very soon. A few miles from Canton are the Si-chuan Shu Yuen-kong hills, and a trench three thousand feet long will have to be cut. The highest point is forty feet above the level of the track. It is estimated that 100,000 cubic yards of earth will have to be taken away. Tenders for the work were invited, and these ranged from \$50,000 to \$12,000 for the job. The contract has been given to Ng Kwok-ching, whose price is \$15,000.

He has now that share capital is to be deposited with Hongkong banks.

## EMPEROR'S BIRTHDAY.

On 17th August a banquet will be given at the Manchu Hall in honour of the Emperor of China's birthday. All the Foreign Consuls and foreigners in the employment of the Chinese Government will be invited. It is reported that Messrs. Shaw, Tones & Co. have offered to temporarily install two hundred electric lamps free of charge.

## HORRIBLE LAWLESSNESS. A CRUEL EPITAPH.

On the night of the 24th June a medicine shop named Po Yau Tong in Chung Chan Street in Long Kong of the San-tak District was looted by robbers. One of the fokis named Kwan Yui was taken away for ransom. On the same night in the same street the robbers attacked another shop named Sin Ke-a, dealing in bamboo rattan and wood wares, and carried away a foki of the shop named Tang Yun. The matter was reported to the authorities, but the robbers have not yet been arrested.

On the 4th instant the robbers, seeing that no ransom was forthcoming, strangled Tang Yan to death and left his body in a place called Ti Tu Ki in the neighbourhood of Long Kong

## UNITED ASBESTOS ORIENTAL AGENCY.

The tenth annual meeting of shareholders in the United Asbestos Oriental Agency, Ltd., was held yesterday. Mr. G. H. Medhurst presided, and there were also present—Messrs. A. Denison, T. Skinner, A. Ritchie, E. G. Bayett, and G. R. Edwards, secretary.

The SECRETARY having read the notice concerning the meeting.

The CHAIRMAN said—Gentlemen.—With your permission I propose taking the report and accounts read. The profit we have been able to show this year, although slightly less than that of the previous twelve months, we consider satisfactory in view of the keen competition and general depression in trade. I do not think the accounts call for much explanation. The profits on the sales are some \$17,500 more than last year, but the expenses have increased by approximately this amount. The increased expenditure is partially due to the initial cost of opening in Singapore, but we consider the money well spent, as we have good hopes of this branch proving a valuable source of income to the Company in the future. Your general managers have not considered it necessary to write down the value of the launches, as they already stand in the books at a very low figure. They have, however, written off \$652.16 for depreciation of furniture and fittings. The stock as usual has been very carefully taken and checked and due allowance made for depreciation. Before proposing the adoption of report and accounts I shall be pleased to answer any questions to the best of my ability.

There being no questions,

The CHAIRMAN proposed the adoption of the report.

Mr. DENISON seconded. He added. While we are here I might suggest that the general managers might take into consideration the advisability of in some way doing away with the founder's shares. It is better in a company like this to have only one kind of shares.

The CHAIRMAN.—That matter will have the consideration of the general managers.

The report was adopted.

On the motion of Mr. RITCHIE, seconded by Mr. SKINNER, Mr. W. H. Potts was re-elected auditor.

The CHAIRMAN.—That concludes the business, gentlemen. Thank you for your attendance.

## AACHEN AND MUNICH FIRE INSURANCE COMPANY.

From the Revenue Account of this Company for the year 1905, kindly supplied by Messrs. Beutler, Brockmann & Co., the agents, we learn that the net Premiums were £681,577, showing an increase of £39,497 upon the previous year. Exchange at 20m. £1. The net losses amounted to £33,145, being 18.7 per cent. of the Premium income, and the expenses, inclusive of commission and other outgo, amount to £197,098, or 28.8 per cent., thus leaving a surplus of £151,034, or 22.5 per cent. Interest receipts, inclusive of profit on investments realised, etc., amounted to £11,618, exclusive of the balance of £17,932 brought forward from 1904, the total surplus amounts to £216,584. This sum has been appropriated as follows:

Dividend, at the rate of 50 per cent. on paid up Capital	£45,000
Surplus	£1,448
Added to Premium Reserve Fund	£69,632
Balance carried forward	£504
Total	£216,584

The amount carried to Premium Reserve Fund includes £150,000 set aside from last year's profits towards the Company's loss by the conflagration at San Francisco in April of this year. The actual amount of this loss cannot yet be determined, but it is hoped that it is thus spreading same over the two years 1905 and 1906 it may be possible to meet same entirely from Revenue without touching the Company's Reserves.

After providing for dividend and liabilities as above the Funds of the Company, exclusive of the £150,000 set apart for San Francisco losses, stand as under—

Paid up Capital	£11,000
Capital Reserve Fund	£15,000
General Reserve Fund	£20,000
Dividend and Surplus Reserve	£15,000
Premium Reserve Fund	£50,685
Investment Reserve Fund	£8,339
Funds for Works of Public Utility	£2,388
Staff Pension and Widows Funds	£2,819
Balance carried forward	£504
Total	£1,633,735

Fritz Schröder,  
General Manager.

## FIGHT WITH A CHINESE CREW.

A remarkable affray with a Chinese crew occurred at Barry last month. The men had on the previous day expressed their determination to abandon their ship, the steamer *Saviley*, which has until recently been engaged in transporting Russian soldiers from Manchuria. Immediately upon the vessel being brought to the quay-wall the Chinese in a body attempted to rush ashore, but they were met at the gangway by officers, coal-trimmers, and police, and a mêlée ensued.

One bony constable held three Chinamen—each hand the third beneath his foot on the deck. The ship's officers kept the Celestials back by threatening them with revolvers, while the coal-trimmers menaced them with their shovels; but despite all efforts seventeen Chinese swarmed off the vessel at various points, and an exciting chase followed all over the docks.

After a search extending over several hours the whole of the deserters were discovered and brought back to the steamer.

## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, July 13th.

SIR J. MCLEAVY BROWN.

Was it intelligent anticipation that induced Mr. T. P. O'Connor to select Sir J. McLeavy Brown as the subject of his article "The Power behind the Throne" in the new and readable weekly "P.T.O." the Saturday before the birthday honours were announced? Or was it merely only one of those strange coincidences in journalism that go so far to build up individual reputations for being in the know?

Whatever the explanation, the coincidence was remarkable, and this opportune publication prevented the question in this instance of "Who is he?" The sub-title of the article was "The Sphinx of Steel," and those who know McLeavy Brown know how apt is the application. Unfortunately, the article contained nothing that was original. It was taken from Mr. Alan Hamilton's book on Korea, published by Heinemann in 1903, and anyone who has not the pleasure of the personal acquaintance of the new knight should turn to the seventh chapter of that interesting book for edification and instruction. This will elicit any quotation from it now, though I feel strongly tempted to reproduce a portion of it. In Sir John's case, the honour is well deserved. One might say the same thing of most of the honours bestowed upon British subjects in the Far East. It is about time that Mr. J. H. Stewart Lockhart, the Commissioner of Weihaiwei was rewarded for his excellent work.

THE LATE MAJOR MCARTHUR R. E. RAY.

The news of the death of Major McArthur R. E. Ray, of the Indian Army, must have come as a shock to his numerous friends in China, for I doubt if there was an officer of the Indian Army better known or more highly respected from Hongkong to Peking than this promising young soldier. One of the band of brilliant young men gathered round him by Major-General E. G. Barrow, when he undertook the organisation of the Wong-tung Regiment, Lieutenant Ray, as he was then, exhibited all the devotion to his profession which marked him out for special employment whenever opportunity offered. He was an energetic adjutant, and when he returned to India to his regiment, the 7th Dragoons, he was noted for the excellence of his work. He took part in the expedition for the relief of the French Legation at Peking, and, as A.D.Q.M.G., was Intelligence Officer on the Staff of General J. R. L. Macdonald, who escorted the Tibet Mission to Lhasa when he was specially mentioned in despatches. During the expedition into Tibet, Major Ray met with an accident, injuring his arm severely by a fall while carrying out some investigations on the Bhutanese frontier. He was by no means physically robust, and his restless energy must have been too much for his constitution.

FRANCE IN THE FAR EAST.

On a previous occasion I referred to the determination of the French authorities to reduce their colonial garrisons. In particular, attention is being directed to the position of Indo-China, and the *Temps* had an article a few days ago supporting the Government's attitude that the garrison there might be reduced and a saving thus effected in the national expenditure. "Can we maintain in Indo-China a force capable of successfully opposing the Japanese army?" asks the *Temps*. "Can we maintain in the China seas a fleet capable of holding its own against the Japanese navy?" And the conclusion arrived at by your French contemporary is summed up in the following words: "Not, therefore, our soldiers and our ships are so many hostages which we had better bring home whilst we can, and by doing so save a round two million sterling." Arguing from the outcome of the recent war in Manchuria, the *Temps* says that neither the Americans in the Philippines, the Germans in Kiaochow, nor even the British in India could hope to be successful against Japan if attacked singly. In future, European Powers must look for security in Asia to alliances, but not alliances against Japan.

Philippines first admission of the position of Japan as a first class Power. The policy advocated by the *Temps* has already been adopted by this country, and the Conservative party show I feel some satisfaction that it was in power when the present alliance was made with Japan. The French are not likely to leave their Far Eastern Colonies demoralised, though they have more to fear from Chinese invasion than the British at Hongkong, but the mere fact that they contemplate the reduction of their military forces in the Far East and the withdrawal of a portion of their fleet is evidence enough that they are determined not to give the slightest cause for hostility on the part of Japan. Will other Powers display equal wisdom?

## EASTERN MARKSMEN AT BISLEY.

Much attention is being bestowed upon the Sikhs who are representing the Malay States Guides at Bisley this year. They have been competing most assiduously, and though their commander, Captain E. L. M. Barrett, has found time to play cricket for Hampshire in at least one cricket match, he is doing all he can, by example and precept, to encourage his team to distinguish itself in the competitions now in progress. I regret to say that Hongkong is not to be represented in the representative matches. The men of the Malay States Guides are debarked—being regulars—from participating in the King's Prize, but they will take part in the matches for the Kolaopore Cup and the Mackinnon Trophy.

Never has there been a more varied entry of Colonial representatives for the King's Prize. For the first time, if I am not mistaken, Hongkong is represented in the person of Captain Lamart, and there is also entered a representative of the Shanghai Light Horse. What would happen, I wonder, if the Prize went

to Shanghai or Hongkong? Great as was the reception given to the Canadian winner on his return to Canada, I could safely predict that that ovation would be eclipsed by the stalwarts of Hongkong and Shanghai. Captain Lamart, like the Malay States Guides, finds the Bisley conditions somewhat trying, the celebrated mirage being especially disconcerting to a novice at Bisley; but he has put on several good scores at different ranges, and if fortunate enough to be "squared" at a good hour on the first day he may manage to fight his way into the select hundred for the final stage.

## LLOYD'S REGISTER SHIPBUILDING RETURNS.

These returns for the Quarter ended 30th June include the following information:—

1.—Vessels under construction. From the Returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 520 vessels of 1,469,456 tons gross under construction in the United Kingdom at the close of the quarter ended 30th June, 1906. The particulars of the vessels in question are as follows:

Description	30th June, 1906.	No.	Gross Tonnage.
Steam.			
Steel	521	1,395,294	
Iron	1	50	
Wood and Composite	1	13	
Total	523	1,395,297	
Sail.			
Steel	31	12,212	
Iron	15	1,337	
Wood and Composite	15	1,337	
Total	46	13,639	
Total steam and sail	569	1,419,936	

The tonnage under construction has shown a steady increase since December, 1903, and the present figures are within about 4,000 tons of the total reached in September, 1904, which is the highest on record. As compared with the return for December, 1905, the figures show an increase of over 50,000 tons, while the total for March, 1906, is now exceeded by about 7,500 tons.

Of the vessels under construction in the United Kingdom at the end of June, 454 of 1,019,451 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification. The total building at the present time under the supervision of Lloyd's Register is thus 510 vessels of 1,191,312 tons. Details of this total follow:

No.	Gross Tonnage.
Building in United Kingdom for home-market, &c.	347 879,863
Building in United Kingdom for foreign and colonial act.	107 160,788
Building abroad for United Kingdom Owners	4 640
Building abroad for foreign act.	52 150,621
Total building on 30th June for classification in Lloyd's Register Book	510 1,191,312

## OTHER DETAILS.

The following details concerning the shipbuilding work of the United Kingdom during the past three months, may be added:—

Steam.	Sail.
During Quarter	
30th June, 1906	No. Ton. Ton.
Building	222 466,023 26 3,500
Vessels commenced	
which no further	
progress has been	
made	7 5,262 5 411
Vessels launched	292 511,537 13 2,328

## VITAL STATISTICS OF HONGKONG.

Following is extracted from the Governor's report for 1905, to the Secretary of State:—

The population of the Colony according to the census taken in 1891 was 248,980, and according to the census of 1901 it was 283,975. A new estimate of the population of Newkowloon and the Army and Navy Establishments. The estimated population at the middle of the year under review was 377,859, as follows:

Population	Non-Chinese Civil Community	Chinese Population
Building	10,424	211,246
Old Kowloon	73,473	21,000
New Kowloon (approximate)	21,000	5,000
Floating population	54,151	3,000
Army garrison strength	4,271	2,200
Navy (average strength)	3,254	1,500
Total	377,859	211,246

New Kowloon was brought under the jurisdiction of the Sanitary Board in 1901, and its estimated population has accordingly been included. The population of the remainder of the New Territories, according to the census of 1901, was 85,011, making, when added to the present estimate, a grand total of 462,861.

At the census taken in 1901 the actual number of members of the Navy present in the Colony was 5,597, and the estimated average number resident in Hongkong during 1905 is put at 3,251.

## GERMAN SHIPPING.

A NEW MOVE.

The Berlin correspondent of the *Daily Telegraph* says:—

According to *Die Grenzboten*, the Hamburg-America Line has secured tramp steamship services from New York to Kansas City, over the Gould railway system, and also concessions for a railway which will run from Kansas City to the Mexican Pacific harbour of Topolobampo, and which is nearing completion. The Hamburg-America Line is taking steps also to connect Topolobampo, which has a splendid harbour, with the Eastern Asiatic ports by establishing new lines of steamers across the Pacific. This forward move of the Hamburg-America Line is regarded here as of the utmost importance for the future of German trade in the Pacific.

## BATTLE OF TSUSHIMA.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Liberty, P.O. Box, 33, Telephone No. 12.

## NEW ADVERTISEMENTS

RELIABLE AGENTS who are anxious to represent British Manufacturers will receive Introductions free of charge through THE MANAGER.

CREDIT REFORM ASSOCIATION,  
16, Queen St., Cheapside,  
London, E.C.,  
England.

1557 HAMBURG FIRM, thoroughly acquainted with the Import-Sundries and China Export Trade, is open to act as PURCHASING AGENT for REAP. SELLING COMMISSION AGENT for Hongkong Houses.

Address to— "T. K. 56,"  
1558 Care of "Daily Press" Office.



SANITARY BOARD OFFICE,  
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kau-lung, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandas.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-nati service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK,  
Secretary.

Dated this 1st day of August, 1906. [1559]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"MALTA,"

FROM BOMBAY, COLOMBO AND  
STRATOS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings oil cargo:—

From London, A.C., ex.s.s. "Macedonia".

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 8th August, 1906. [1]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, COLOMBO AND  
SINGAPORE.

THE Company's Steamship

"BINGO MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon. To-morrow.

Goods not cleared by the 16th August will be subject to rent.

All ship-damaged packages must be left in the Godowns, and notice of same sent to this Office before the 16th August, or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 8th August, 1906. [1555]

## STORAGE.

## FOR COAL, TIMBER, &amp;c.

TO BE LET, a portion of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

## Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & CO., LTD.

Hongkong, 8th June, 1906. [1553]

## INTIMATIONS

P. & O. S. N. CO.

## NOTICE.

THE Company's Steamer "MOLDAVIA" will be open to PUBLIC INSPECTION, alongside the KOWLOON WHARF, TO-DAY (FRIDAY), 10th August, from 3 P.M. to 6 P.M. Launches flying the P. & O. flag will leave BLAKE PIER at regular intervals to convey visitors to the "MOLDAVIA."

E. A. HEWETT,  
Superintendent.

Hongkong, 9th August, 1906. [1552]

## THE TRADE MARKS ORDINANCE.

1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. LAUTS, WEGENER & CO., Merchants of Victoria, in the Colony of Hongkong, have on the 9th day of June, 1906, applied for the registration in Hongkong, in the REGISTER OF TRADE MARKS, of the following TRADE MARK:

"A FLYING HERON with spread wings, stretched legs and his Head bent Backwards; a STAFF on each side of the HERON and the whole surrounded by an Oval,"

in the names of JOHANN, THEODOR LAUTS, PEANZ, HEINRICH LUEDEK HAESLOOF and JULIUS FOCKE, trading as LAUTS, WEGENER & CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since March, 1905, in respect of the following goods:—

Goods Manufactured from India Rubber and Gutta-percha, not included in other Classes, in Class 49.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 14th day of June, 1906,  
LAUTS, WEGENER & CO.,  
Applicants.

## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to inquire into and Report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,  
Secretary.

Hongkong, 7th July, 1906. [1581]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M. and from Macao at 1.30 P.M.

FARES.—(Week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$2. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY:

1st Class, Single... \$1.00

With Cabin... \$2.00

1st Class, Return... \$2.00

With Cabin... \$3.00

3rd Class, Single... \$0.40 Cts.

Return... \$0.40

Steerage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 22nd June 1906. [21]

## MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKIO

Cable Address, "IWASAKI," which applies to all Branch Offices.

At, ABC 5th Ed., Western Union Codes used.

All Letters Addressed to:

MANAGER, MITSU BISHI CO., with name of place under:

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & CO.

MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takashima, Ichirou, Namazato and Komi-Yama Collieries, and also Ho-ki Colliery, which will shortly be ready to produce a large scale the best Bituminous Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

Hongkong, 26th July, 1906. [1475]

## NOTICE.

## PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

## NOTICE.

IN Accordance with Article XVI. Section 7 of the Articles of Association of the GENERAL MANAGERS have This Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrants may be obtained at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 31st July, 1906. [1512]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING of the Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 14th August, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, 1906, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Acting Secretary.

Hongkong, 19th July, 1906. [1445]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,  
H. HUNTER,  
Acting Chief Manager.

Hongkong, 30th July, 1906. [1496]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the Fourth, to the Eighteenth day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
H. HUNTER,  
Acting Chief Manager.

Hongkong, 30th July, 1906. [1497]</p

## INTIMATION.

S. MOUTRIE  
& CO., LTD.  
ESTABLISHED 1875.

BABY GRANDS  
BY  
PLEYEL, KEMMLER,  
AND  
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUAL-  
ITY OF TONE, AND DURA-  
BILITY, THESE PIANOS ARE  
UNRIVALLED.

A GUARANTEE FOR A TEST  
PERIOD OF TWO YEARS  
GIVEN WITH EACH INSTRU-  
MENT. INSPECTION INVITED.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.  
York Building, Chater Road.  
Hongkong, 30th July, 1906. 1527

## BANKS

THE MERCANTILE BANK OF  
INDIA LIMITED.

AUTHORISED CAPITAL £1,500,000  
SUBSCRIBED 1,125,000  
PAID-UP 582,500  
RESERVE FUND 135,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance  
On Fixed Deposits —

For 12 months 4%  
" 6 " 3½ "%  
" 3 " 2½ "%

E. OREMISTON,  
Manager.

Hongkong, 26th March, 1906. 26

HONGKONG & SHANGHAI BANK  
ING CORPORATION

PAID-UP CAPITAL £10,000,000  
RESERVE FUND £10,000,000  
STERLING RESERVE £10,000,000  
SILVER RESERVE £9,500,000

RESERVE LIABILITY OF PROPRIETORS £1,000,000

COURT OF DIRECTORS.

A. HAUPT, Esq. — Chairman.  
G. H. MELDRUM, Esq. — Deputy Chairman.  
E. Goods, Esq.  
Hon. Mr. W. J. Greville.  
C. R. Lenzmann, Esq.  
D. M. Nissim, Esq.  
A. J. Haymond, Esq.

CHIEF MANAGER: Hongkong — J. R. M. SMITH

ACTING MANAGER: Shanghai — W. ADAMS ORAM

LONDON BANKERS: LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG — INTEREST ALLOWED.  
On Current Account at the rate of Two per  
Cent. per Annum on the daily balance.

On Fixed Deposits.

For 3 months, 3½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

H. E. R. HUNTER,  
Acting Chief Manager.

Hongkong, 6th June, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, £8,750,000

HEAD OFFICE — SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Peking, Teitun, Tsinan, Tebingtan, Kobe, Yokohama, Singapore.

Founded by the following Banks and  
Bankers:—

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE  
STAATSBANK) Berlin.

DIRECTION DER DISCONTO-  
GESELLSCHAFT.

DEUTSCHE BANK.

S. BLEICHROEDER.

BERLINER HANDELS-  
GESELLSCHAFT.

BANK FÜR HANDEL UND  
INDUSTRIE.

ROBERT WARSCHAUER & CO.

MENDELSON & CO.

M. A. VON ROTHSCHILD &  
SÖHNE.

FRANKFURT A/M.

JACOB S. H. STERN.

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.

SAL. OTTENHEIM, JR., & CO., KOEHL.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-  
BANK, MÜNCHEN.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

The Bank buys and sells and receives for  
collection Bills of Exchange, issues letters of  
credit on its Branches and Correspondents in  
the East, on the Continent, and in Great  
Britain, America, and Australia, and transacts  
Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits 12 months 4½ per annum.

do 6 do 4% do.

3 do 3½ do.

L. ENGEL, Agent.

Hongkong, 23rd July, 1906. 1450.

THE YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1830.

CAPITAL SUBSCRIBED ... £24,000,000

CAPITAL PAID-UP ... 21,900,000

CAPITAL UNPAID ... 3,300,000

RESERVE FUND ... 10,300,000

SPECIAL RESERVE FUND ... 1,000,000

HEAD OFFICE — YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo Kobe Nagasaki

Osaka Lyons New York

London Honolulu Bombay

San Francisco Tientsin Nowshahr

Shanghai Peking Mukden

Dalat Chosco Tieling

Port Arthur

LONDON BANKERS, THE LONDON JOINT STOCK BANK, LIMITED.

PARK'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG — INTEREST ALLOWED.

On Current Account at the rate of 2 per cent  
per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.

do 6 " 4% "

do 3 " 3½ "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 27th March, 1906. 613

INTERNATIONAL BANKING  
CORPORATION.

Fiscal Agents of the United States in China

the Philippine Islands and the  
Republic of Panama.

CAPITAL AND SURPLUS

AUTHORIZED ... £10,000,000

CAPITAL PAID-UP ... £3,250,000

RESERVE FUND ... £3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND  
LIMITED.

UNION OF LONDON AND SMITH'S BANK  
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description  
of Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 4 " "

For 3 " 3 " "

H. PINCKNEY,  
Manager.

Queen's Road, Central,  
Hongkong, 26th September, 1905. 1456

114

## BANKS

## UNREST IN EGYPT.

## NATIVE FANATICISM.

A London paper has the following by Edward  
Dixey, C.B. —

The one factor in the Egyptian question  
which is not open to dispute is the extraordinary  
development of Egypt under our military  
occupation; as to the causes which have  
brought a new era of prosperity into the Valley  
of the Nile there may be any number of opinions,  
but as to the fact of this prosperity there can be  
no possible question. Many persons opine — I,  
myself, amongst the number — that under a some-  
what different system of administration the  
improvement in the material conditions of  
Egypt might have been greater and more  
permanent than the Government of Egypt  
had been less "Anglicised." This, however, is  
a point upon which one man's opinion is  
as good as another's. But as to general  
improvement in the conditions of Egyptian  
life there are few living whom I regret  
to say are so competent to express an  
opinion as myself. The Egypt of to-day is  
utterly different from the Egypt I first learnt  
to know at the opening of the Suez Canal. The  
improvement is not confined to any one town or  
any one province, but is equally conspicuous  
throughout the whole Khedivial kingdom. The  
country has been opened up by railway, steam-  
boats, and electric tramway companies which  
could never have been started or worked at  
a profit but for the security afforded by our  
military occupation. By far the largest benefits  
derived from this security have accrued to the  
Fellahs. These peasant cultivators of the  
Delta and the Nile Valley, from the barrage up  
to the delta of Aswan, form the great bulk of  
the population of Egypt. The value of their  
lands has improved enormously; their wages  
have increased two-fold, and in many cases three-  
fold or four-fold; they are able to buy by money,  
and are no longer afraid to display their wealth;  
they have better homes, better clothes, and  
better food, and look utterly different from the  
ill-clad, ill-fed, and ill-housed peasantry whom  
I remember first seeing thirty odd years ago  
tilling at Corve's work under the lash.

This being so, it may well seem incredible to  
onlookers who have no personal acquaintance  
with Eastern countries that the Egyptians  
generally — all the Fellahs even more than the  
bulk of their fellow-countrymen — should not be  
well contented with the new order of things;  
or, to say the least, should have any wish to up-  
set the British Administration, to which they  
owe their unexampled well-being. A conviction  
of the hold we have obtained in Egypt in

return for the material benefits we have  
conferred upon her population is naturally  
entertained by the British public, with whom  
it is an article of faith. I confess myself that  
I do not share this optimistic opinion. I may,  
however, be wrong. The Fellahs, I am told, are  
strongly ground for supporting a system which  
has suppressed the Corvee, emancipated the  
peasantry from the tyranny of the wealthy  
land-owners, secured them in the possession of  
their own plots of ground and their own  
rills of water, and has substituted law and order  
against the disorderly rule of Cadi justice.

But, as a matter of fact there is constant  
friction between Egyptian and British ideas of  
administration. The Oriental, I have heard  
the late Nubar Pasha say scores of times, "hates  
above everything being worried"; but however  
unintentionally the Anglo-Egyptian administra-  
tion has been introduced throughout Egypt  
our military occupation is constantly worrying  
the natives. The English officials, who have  
gradually crowded out the native officials from  
every post of importance, are "strangers in a  
strange country", who are appointed to carry  
out reforms, excellent perhaps in themselves,  
but unexampled to a conservative race whose  
main desire is to be let alone and not to be  
worried. I may be told that it is our duty to  
raise the Oriental mind to the intellectual  
standard of European civilisation. For myself,  
I am sceptical as to the truth of this theoretical  
duty. But I am certain that Orientals will  
never be grateful to us for undertaking their  
intellectual education. Thus, until we allow  
the Egyptian natives, as France does in Tunis  
and Austria does in Bosnia, to lead their own  
lives under their own laws and their own  
officials, subject, of course, to the supreme  
authority of Great Britain, there will always be  
a latent antagonism between the natives and  
the English officials, who are endeavouring  
with indifferent success to modify the old  
happily-go-lucky system of Oriental rule in  
accordance with British ideas. But this latent  
antagonism between the administrators and the  
administered in Egypt is not, in my opinion,  
likely to become active under present conditions  
to such an extent as to endanger our tenure of  
our highway to India.

For some time past there has been a general  
sense of uneasiness throughout Egypt. In the  
days of Ismail Pasha his Highness was fond of  
posting that a foreigner might walk alone and  
unarmed from Alexandria to Aswan without  
the slightest molestation on the part of the  
natives. The statement probably was ex-  
aggerated, but it had a basis of truth, which it  
does not possess at the present day. Crimes of  
violence were then almost unknown. From  
one end of the country to the other every native  
knew that any outrage on European would be  
punished with relentless severity. In those  
days brigandage was a thing unknown. With  
the deposition of Ismail, and the return to Cairo  
of Tewfik Pasha, under the protection of British  
troops, the authority of the Khedive

was not so great as it had been. The  
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INTIMATION.  
S. MOUTRIE  
& CO., LTD.  
ESTABLISHED 1875.

BABY GRANDS  
BY  
PLEYEL, KEMMLER,  
AND  
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUAL-  
ITY OF TONE, AND DURA-  
BILITY, THESE PIANOS ARE  
UNRIVALLED.

A GUARANTEE FOR A TEST  
PERIOD OF TWO YEARS  
GIVEN WITH EACH INSTRU-  
MENT. INSPECTION INVITED.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.,  
York Building, Chater Road,  
Hongkong, 36th July, 1906. [527]

BANKS  
THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL ..... 21,500,000  
SUBSCRIBED ..... 1,125,000  
PAID-UP ..... 562,500  
RESERVE FUND ..... 135,000

BANKERS: LONDON JOINT SNOOK BANK, LIMITED.

INTEREST allowed on Current Accounts at  
the rate of 2½ per annum on the Daily Balances  
ON FIXED DEPOSITS:

For 12 months ..... 4%  
" 6 " ..... 3½ "  
" 3 " ..... 2½ "

E. ORMISTON,  
Manager.  
Hongkong, 26th March, 1906. [26]

HONGKONG & SHANGHAI BANK-  
ING CORPORATION

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND: STERLING RESERVE ..... \$10,000,000

SILVER RESERVE ..... 9,500,000

RESERVE LIABILITY OF PROPTORS: \$10,000,000

COUP OF DIRECTORS:  
A. HACIPE, Esq.—Chairman.  
G. H. MEDHURST, Esq.—Deputy Chairman.  
E. Goetz, Esq.—Secretary.  
Hon. Mr. W. J. Groomer, Esq.—  
C. R. Lopeman, Esq.—  
D. M. Nissim, Esq.—  
A. J. Raymond, Esq.

CHIEF MANAGER:  
Hongkong—J. E. M. SMITH

ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS: LONDON AND COUNTRY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per  
Cent per Annum on the daily balance.  
ON FIXED DEPOSITS:

For 3 months 2½ per cent per Annum.  
For 6 months 3½ per cent per Annum.

For 12 months 4 per cent per Annum.

H. E. R. HUNTER,  
Acting Chief Manager.  
Hongkong, 6th June, 1906. [23]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Peking,  
Tientsin, Tsinling, Kobe,  
Yokohama, Singapore.

Founded by the following Banks and  
Bankers—KÖNIGLICHE SEEHANDLUNG (PREUSSISCHE  
STAATSBANK) Berlin.

DIRECTION DER DISCONTO:

GESELLSCHAFT DEUTSCHE BANK

S. BLEICHROEDER BERLINER HANDELS-  
GESELLSCHAFT

BANK FÜR HANDEL UND INDUSTRIE

ROBERT WAGNER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD & SOHNE

FRANKFURT S. M.

JACOB S. H. STEIN

NORDDEUTSCHE BANK HAMBURG, HAMBURG.

SAL. OPPENHEIM, JR. & CO., KÖLN.

BAVARIISCHE HYPOTHEKEN-UND WECHSEL-  
BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON:

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER,  
Manager.  
Hongkong, 1st May, 1906. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conduced

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rule

may be obtained on application.

INTEREST on deposits is allowed at 3½

Per Cent per annum.

Depositors may transfer at their option

balances \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed or FIXED

DEPOSIT at 4½ PER CENT per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 30th May, 1906. [24]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000

CAPITAL PAID-UP ..... 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Tainan, Tsinling, Tamsui

Anping, Nagasaki, Osaka, Tokio

Fuchow, Tsinling, Yoko-hama

Keelung, Shanghai, Yoko-hama

HONGKONG OFFICE:

3, DES VIEUX ROAD.

Interest allowed on Current Account

Deposits received on terms which may be learned

on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906. [199]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... 2,800,000

RESERVE LIABILITY OF STATE:

HOLDERS ..... 2,800,000

RESERVE FUND ..... 6,750,000

INTEREST allowed on Current Account at

the rate of 2½ per cent per annum.

For 6 " 4 "

For 3 " 3 "

H. PINCKNEY,  
Manager.

Queen's Road, Central, Hongkong, 20th September, 1906. [146]

UNREST IN EGYPT.

NATIVE FANATICISM.

A London paper has the following by Edward Dicey, C.B.:

The one factor in the Egyptian question which is not open to dispute is the extraordinary development of Egypt under our military occupation; as to the causes which have brought a new era of prosperity there can be no possible question. Many persons opine—I, myself, among the number—that under a somewhat different system of administration the improvement in the material conditions of Egypt might have been greater and more permanent supposing the Government of Egypt had been less "Anglicised." This, however, is a point upon which one man's opinion is as good as another's. But as to the general improvement in the conditions of Egyptian life there are few men living who—I regret to say—are so competent to express an opinion as myself. The Egypt of to-day is utterly different from the Egypt I first learned to know at the opening of the Suez Canal. The improvement is not confined to any one town or any one province, but is equally conspicuous throughout the whole Khedivial kingdom. The country has been opened up by railway, steam-boats, and electric tramway companies which could never have started or worked at a profit but for the security afforded by our military occupation. By far the largest benefits derived from this security have accrued to the Fellahs. These peasant cultivators of the Delta and the Nile Valley, from the barrage up to the dam of Assuan, form the great bulk of the population of Egypt. The value of their lands has improved enormously; their wages have increased two-fold, and in many cases three-fold or four-fold; they are able to lay by money, and are no longer afraid to display their wealth; they have better houses, better clothes, and better food, and look utterly different from the ill-clad, ill-fed, and ill-housed peasant whom I remember first seeing thirty odd years ago at Corve, my work under the lash.

This being so, it may well seem incredible to onlookers who have no personal acquaintance with Eastern countries that the Egyptians generally—all the Fellahs even more than the bulk of their fellow-countrymen—should not be well contented with the new order of things, or, to say the least, should have any wish to uproot the British Administration, to which they owe their unexampled well-being. A conviction of the hold we have obtained in Egypt, we have

conferred upon the Egyptian native in a thousand and one ways, a grizzled old man, learned in the Koran, who was only too glad to announce to his adherents that the downfall of the infidels was at hand, and that the day was coming when Islam would once more become supreme. The Egyptians are not fanatical Mahomedans, but they are fervent followers of the Prophet, and they are convinced that the decline of the Cross is certain to lead to the rise of the Crescent. A British Government is necessarily the worst Government in the world to provide against a hypothetical danger, and no British statesman, whatever party he might belong to, who has contemplated the possibility that the downfall of Russian military prestige might possibly stir up discontent and disaffection in Egypt. No effort was made to reinforce our garrison or the in the Soudan. On the contrary, the one desire, both at Westminster and at Corve, seems to have been to effect a reduction of the British army of occupation. This desire, not unreasonable in itself, was undoubtedly stimulated by the optimism of British officialdom in Egypt, who kept on to the very last assuring everybody there was no truth whatever in the reports of disaffection amongst the natives, and who pooh-poohed the notion that the Soudan, as well as the Fellahs, were not ennobled by British rule. In a letter I wrote to you from Khartoum in January last, I expressed to you my disbelief in the official contention that the former adherents of the Mahdi and the Khalifa not only acquiesced in our rule, but were enthusiastic in their appreciation of its excellence.

The course of events has more than justified my forebodings. I am inclined to think the prompt, stern judgment passed upon the ring-leaders in the Denshawi outrages will keep things quiet in Egypt for some time to come. In the case half-measures are always ineffective. If you have to use force it is the wisest and the most humane course to strike quick and strike hard. Any mitigation of a well-deserved punishment with the view of conciliating popular sentiment is unworthy not to humanity, but to fear, and this is especially the case when the offence for which the punishment is inflicted is due to racial hatred and religious fanaticism. It is now admitted, I believe, that my son informed against him, and in this was undoubtedly a little to the establishment of his father's guilt. At the last moment Hassan Mahfouz cursed his son and his other relatives, who had turned against him, and then was launched into eternity. He was followed by the two other ring-leaders, and the rear was brought up by a Mohammed Zahran, who has been a terror to the whole district for years, and who looks a brigand in every respect. These men followed each other at intervals of fifteen minutes, during which time the flogging of the other man was carried out by picked men of the Cairo Fire Brigade, who had been specially trained for this work. The sight was one never to be forgotten by those Europeans who were forced to be present and one can only hope that a similar impression was made on the natives, who had come in from all parts in their hundreds. The bodies of the men were buried after the execution by the police. Much to the disgust of the relatives, none of them were allowed to be present, as it would have meant a too much of a ceremony and endless fuss.

The officials were all in attendance at an early hour. The members of the special court left for Cairo immediately after the sentences were delivered, but Cap'tain Michell, the advisor to the Ministry of the Interior, remained to see the sentences carried out. The Madir of Denshawi is situated in that province—directed the execution, and Dr. Harold Nolan, the medico-legal expert, who gave evidence during the trial, and his assistant, Dr. Hamilton, watched on behalf of the medical authorities.

At 1.30 the first man was led out to the grizzled old man of sixty odd years. He was the chief ring-leader. The sad part about his case was that his son informed against him, and in this was undoubtedly a little to the establishment of his father's guilt. He was followed by the two other ring-leaders, and the rear was brought up by a Mohammed Zahran, who has been a terror to the whole district for years, and who looks a brigand in every respect. These men followed each other at intervals of fifteen minutes, during which time the flogging of the other man was carried out by picked men of the Cairo Fire Brigade, who had been specially trained for this work. The sight was one never to be forgotten by those Europeans who were forced to be present and one can only hope that a similar impression was made on the natives, who had come in from all parts in their hundreds. The bodies of the men were buried after the execution by the police. Much to the disgust of the relatives, none of them were allowed to be present, as it would have meant a too much of a ceremony and endless fuss.

The village of Denshawi will be guarded for some little time longer by a military force, whose place will then be taken by the special garrison who have been selected to police that village. The inhabitants will no longer have the privilege of an "Ombuds," and in addition will have to pay for the keep of the guardians who have been drafted on hand.

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OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th September.
GLASGOW and LIVERPOOL	"TEENKA"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th September.
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 27th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 27th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and HULL	"ASTYANAX"	On 10th August.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LIVERPOOL DIRECT	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
MARSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 11th September.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 25th September.
HAVRE, ROTTERDAM and LIVERPOOL	"CYCLOPS"	On 30th September.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA,  
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & al. PACIFIC COAST PORTS, VIA JAPAN	"BELLEROPHON"	On 1st September.
NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 29th September.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	On 13th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS. [9-10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, C. A. R. B., TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th August.
CEBU and ILOILO	"KAIFONG"	On 11th August.
WEIHAIWEI & TIENTSIN	"HUCHOW"	On 11th August.
SHANGHAI	"SHAHISING"	On 13th August.
MANILA	"TEAN"	On 14th August.
SHANGHAI	"PAOTING"	On 17th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unravelled Table. A day qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th August, 1906.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S. S.	LEAVING	STEAMERS	TO SAIL
TAMSI VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 12th Aug.	H. OHTA	Wednesday, 15th Aug.
ANPING VIA SWATOW AND AMOY	"AKASHI MARU"	WEDNESDAY, 16th Aug.	J. A. MERLIN	FRIDAY, 18th Aug.
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	"SOSHU MARU"	TUESDAY, 14th Aug.	T. SCHUGA	AT 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Saloon Amidship. Unravelled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 7th August, 1906.

T. ARIMA, Manager.

[14]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific is the "EMPERESS LINE," Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER	STEAMERS
H.M.S. "EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd Aug.	... 13th Sept.	
"ATHENIAN"	3,882	WEDNESDAY, 5th Sept.	... 29th Sept.	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 10th Sept.	... 10th Oct.	
"MONTEAGLE"	6,163	WEDNESDAY, 3rd Oct.	... 27th Oct.	
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 17th Oct.	... 7th Nov.	
"TARTAR"	4,425	WEDNESDAY, 31st Oct.	... 24th Nov.	

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediate on Steamers £40, £42.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

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IMPERIAL GERMAN MAIL LINES.  
NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES, 1906

STEAMER	WEDNESDAY	... 15th August
PRINZ REGENT LUITPOLD	WEDNESDAY	... 29th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	... 12th September
SACHSEN	WEDNESDAY	... 23rd September
PRINZ HEINRICH	WEDNESDAY	... 10th October
GENEISENAU	WEDNESDAY	... 24th October
PRINZ LUDWIG	WEDNESDAY	... 7th November
PRINZESS ALICE	WEDNESDAY	... 21st November
PREUSSEN		

ON WEDNESDAY, the 13th day of AUGUST, 1906, at NOON, the Steamship "PRINZ REGENT LUITPOLD" Captain H. Kirchner, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th Aug. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 14th Aug. and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 14th Aug.

Contents of Packages are required. No Parcel Receipt will be issued for less than £2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

The Steamer can be washed on board.

Passenger can be washed on board.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOU VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTRODUCTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New-York are entitled to travel by the N. D. L. Mediterranean

Steamer from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

## VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.

STEAMER	SAILING DATES	1st Class	2nd Class	3rd Class
WILLEHAD	TUESDAY, 21st Aug.</			

## POST OFFICE NOTICES.

## MAIL WILL CLOSE

FOR  
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth  
Swatow  
Macao  
Maca  
Kobe and Yokohama  
Saigon  
Amor  
Sarawak  
Singapore, Penang and Bombay  
Manila  
Europe, &c., India via Tuticorin  
Postage 10 cents.  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  
The Parcel mail will be closed at 5 p.m. to-day  
Callao (Peru)  
Macao  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth  
Wellawatta and Bentota  
Colombo and Doda  
Sourabaya  
Swatow and Shanghai  
Sylvan, Amoy and Tamsui  
Shanghai  
Koko  
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Singapore, Penang and Calcutta  
Manila  
Batavia, Cheribon, Samarang, Sourabaya and Macassar  
Europe, &c., India via Tuticorin  
(Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Kebo, Yokohama, Callao and Iquique  
Shanghai  
Manila  
Kohlung, Shanghai, Moji, Kebo, Shimizu, Yokohama, Victoria and Seattle, Wash.

## COMMERCIAL.

## CLOSING QUOTATIONS.

Aug. 9th.

ON LONDON.—  
Telegraphic Transfer ..... 21.17  
Bank Bills, on demand ..... 21.13  
Bank Bills, at 30 days' sight ..... 21.17  
Bank Bills, at 4 months' sight ..... 21.14  
Credit, at 4 months' sight ..... 21.11  
Documentary Bills, 4 months' sight ..... 21.11  
ON PARIS.—  
Bank Bills, on demand ..... 26.65  
Credit, at 4 months' sight ..... 27.00  
ON GERMANY.—  
On demand ..... 21.65  
ON NEW YORK.—  
Bank Bills, on demand ..... 31.11  
Credit, 60 days' sight ..... 32.24  
ON BOMBAY.—  
Telegraphic Transfer ..... 15.84  
Bank, on demand ..... 15.84  
ON CALCUTTA.—  
Telegraphic Transfer ..... 15.84  
Bank, on demand ..... 15.84  
ON SHANGHAI.—  
Bank, at sight ..... 72.1  
Private, 30 days' sight ..... 73.1  
ON YOKOHAMA.—On demand ..... 103.  
ON MANIL.—On demand—Peso ..... 103.  
ON SINGAPORE.—On demand ..... 103.  
ON BATAVIA.—On demand ..... 127.  
ON HAIPHONG.—On demand ..... 21.00 p.m.  
ON SAIGON.—On demand ..... 2.2 p.m.  
ON BANGKOK.—On demand ..... 61.  
Sovereigns, Bank's Buying Rate ..... 9.40  
Gold Leaf, 100 fine, per tael ..... 49.00  
Bar Silver, per oz. ..... 30.12

OPIUM.

Aug. 9th.

Quotations are—Allow's not to 1 cent.  
Malwa New ..... 105.00 to — per piast.  
Malwa Old ..... 100.00 to —  
Malwa Old ..... 105.00 to —  
Malwa V. Old ..... 102.00 to —  
Persian fine quality ..... 87.00 to —  
Persian extra fine ..... 87.00 to — per sheet.  
Paiwa New ..... 97.00 to —  
Paiwa Old ..... 97.00 to —  
Bengal New ..... 89.25 to —  
Bengal Old ..... 89.19 to —

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The I.G.M. str. *Sachsen* left Colombo on Saturday, the 4th inst., at noon, and may be expected here on or about Tuesday, the 14th inst.

The I.G.M. str. *Prinz Regent Luitpold* left Kobe via Nagasaki, Shanghai and Foochow on Sunday, the 5th inst., p.m., and may be expected here on or about 14th inst.

## THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 7 a.m. on Thursday, the 9th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 4 a.m. on Saturday, the 11th inst.

## THE AMERICAN MAIL.

The P.M. str. *China* sailed from Yokohama on the 3rd inst. for Hongkong via Nagasaki and Manila, and is due here on the 15th inst.

The P.M. str. *Mongolia* will sail from Yokohama for Hongkong on the 7th inst., and is due here on the 18th inst.

## MERCHANT STEAMERS.

The J.-C.-J. Lin str. *Tsinglong* left Moji via Amoy for this port on the 2nd inst., and may be expected here on or about the 10th inst.

The C.N. str. *Tzen* left Manila on the 7th inst., p.m., and is due here on the 10th inst.

The str. *Gregory Apear*, from Calcutta, left Singapore on the 5th inst., p.m., and may be expected here on or about 10th inst.

## POST OFFICE NOTICES.

## MAIL WILL CLOSE

PEER

DATE

COMPANY

PAID UP.

QUOTATIONS

Hongkong, August 10th.

T

Yawata Maru

Friday, 10th, 11.00 a.m.

Alhambra

\$200

\$100.

Banks

\$125

London, 192

Hongkong &amp; Sh'au

\$125

London, 192

National B. of China

\$4

47.

Bell's Asbestos E. A.

125. 6d.

37.

China-Borneo Co.

\$12

100, buyers

China Light &amp; P. Co.

\$10

10, sales &amp; buy.

China Provident

\$10

30, buyers.

Cotton Mills

Tls. 50

Tls. 75.

Ewe.

\$144, buyers

Hongkong

Tls. 75

Tls. 60.

Internat.

Tls. 75

Tls. 60.

Lacu Kung Blow

Tls. 60

Sooyee

Tls. 300.

Dairy Farm

\$6

17, buyers

Ducks and Wharves

\$50

133, sellers

H. &amp; W. Dock

\$64

New Andy Dock

\$64

Shanghai Dock and Eng. Co. Ltd.

Tls. 100

100, buyers

Sh'au &amp; H. Wharf

Tls. 100

230, buyers

Fenwick &amp; Co. Geo.

\$25

222, sellers

Green Island Cement

\$10

23, sellers

Hongkong &amp; C. Gas.

\$10

175, buyers

Hongkong Electric

\$10

135, buyers

H. L. Tramways

\$10

125, sellers

Hongkong Hotel Co.

\$10

226, buyers

Hongkong Ice Co.

\$10

129, sellers

Hongkong Rope Co.

\$10

18, sellers

Insurance

\$50

85, sellers

Canton

\$50

91, buyers

China Traders

\$35

130, buyers

North China Union

\$10

100, buyers

Yangtze

\$40

170, buyers

Land and Building

\$100

110, sellers

Hongkong Land Inv.

\$10

111.

Kowloon Land &amp; B.

\$10

128.

Shanghai Land

Tls. 60

110.

West Coast Building

\$60

100, seller.

Mining

Charbonnages

Feu. 250

460, nominal

Raubs

19/10

47, buyers

Philipine Co.

\$10

45.

Befineries

China Sugar

\$100

1521, sellers

Luzon Sugar

\$100

200, buyers

Steamship Companies

China and Manilla

\$25

21, buyers

Douglas Steamship

\$60

47.

Indo-China S. Co.

\$10

70.

Shell Transport Co.

\$1

21, sellers

Star Ferry

\$10

229, sellers

Do. New

\$6

250, sellers

Shanghai &amp; H. Dyeing

\$50

350, sales